

# THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

NATIONAL BUILDING MUSEUM  
441 F STREET, N.W., SUITE 312  
WASHINGTON, D.C. 20001-2728

202-504-2200  
202-504-2195 FAX

## MEETING OF THE COMMISSION OF FINE ARTS

15 October 1998

**AM** 10:00 CONVENE, 441 F Street, NW, Washington, DC 20001

### I. ADMINISTRATION

A. Approval of minutes:

17 September 1998

B. Dates of next meetings:

19 November 1998

17 December 1998

C. Proposed 1999 meeting schedules for the Old Georgetown Board and the Commission.

D. American Red Cross interagency Memorandum of Agreement.

E. Congressional gold medal honoring Nelson Mandela. Report.

### II. SUBMISSIONS AND REVIEWS

A. Washington Convention Center Authority

CFA 15/OCT/98-1, New Convention Center, Mount Vernon Square north, between 7<sup>th</sup> and 9<sup>th</sup> streets and Mount Vernon Place and N Street. Final design and proposed materials. (Previous: CFA 19/JUN/97-1.)

B. Department of the Army/Walter Reed Army Medical Center

1. CFA 15/OCT/98-2, Alterations and addition to Building 16.

2. CFA 15/OCT/98-3, Security installations for vehicular entrances.



II. SUBMISSIONS AND REVIEWS continued, 15 October 1998

C. District of Columbia Department of Public Works

CFA 15/OCT/98-4, Alterations and repairs to the C & O Canal bridges in Georgetown. Concept design.

D. District of Columbia Department of Consumer and Regulatory Affairs

1. Old Georgetown Act

- a. OG 98-122, 901 30<sup>th</sup> Street, NW. Rock Creek Plaza, new building. Concept design.
- b. Appendix I.

2. Shipstead-Luce Act

- a. SL 99-1, 2519 Connecticut Avenue, NW. Rock Creek Overlook, new building. Revised concept design. (Previous: SL 98-1, CFA 20/NOV/97.)
- b. SL 99-3, 101 Constitution Avenue, NW. United Brotherhood of Carpenters and Joiners, replacement building - 4 alternative schemes. Information and discussion presentation.
- c. SL 99-5, American Red Cross, 18<sup>th</sup> Street building. New windows, emergency exits, roof. Concept proposal. (Previous: SL 95-34, CFA 20/APR/95.)
- d. Appendix II.

III. INSPECTION

Freer Gallery of Art - Inspection of objects proposed for acquisition.



**OLD GEORGETOWN SUBMISSIONS**

| <u>NO.</u>                | <u>ADDRESS AND OWNER</u>                          | <u>PROJECT</u>                                       |
|---------------------------|---------------------------------------------------|------------------------------------------------------|
| O.G. 98-82<br>HPA. 98-204 | 1539 27th Street, N.W.<br>Raymond Tu<br>Residence | Fence and brick<br>piers on public<br>space - permit |

**ACTION:** Returned without Action. Case had been pending for extended amount of time. Submit revised design with permit application for review by the Commission when ready.

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|----------------------------|---------------------------------------------------------------|----------------------------------------------|
| O.G. 98-189<br>HPA. 98-457 | 3520 Prospect Street, N.W.<br>Douglas Development<br>Car Barn | Addition of<br>roof pavilion<br>- conceptual |
|----------------------------|---------------------------------------------------------------|----------------------------------------------|

**ACTION:** No objection to concept design of proposed addition of roof pavilion at the Car Barn as shown in supplemental drawings received and dated 22 September 1998. Recommend further study of enclosure for mechanical ducts. Submit working drawings, including details and material samples, with permit application for review by the Commission when ready.

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|----------------------------|---------------------------------------------------------------------|------------------------------------|
| O.G. 98-190<br>HPA. 98-495 | 3327 N Street, N.W.<br>Patrick H. McGettigan<br>Cox's Row residence | Replacement<br>windows<br>- permit |
|----------------------------|---------------------------------------------------------------------|------------------------------------|

**ACTION:** No objection to issuance of permit for proposed replacement simulated-divided-light windows or repair of windows on rear elevation and for repair of existing windows on front facade of this Cox's Row residence as shown in supplemental information received and dated 24 September 1998.

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| <u>NO.</u>                 | <u>ADDRESS AND OWNER</u>                                 | <u>PROJECT</u>                                |
|----------------------------|----------------------------------------------------------|-----------------------------------------------|
| O.G. 98-219<br>HPA. 98-500 | 1417 31 Street, N.W.<br>Colin Clark - agent<br>Residence | 3-story infill of<br>of court -<br>conceptual |

ACTION: No objection to general concept for in-fill of three story court. Submit concept development for review by the Commission when ready.

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|----------------------------|-----------------------------------------------------------------------------------------|-------------------------------------------------------------------|
| O.G. 98-221<br>HPA. 98-508 | 1064-66 Wisconsin Avenue, NW<br>Back Bay Rest. Ctr.<br>Papa Razzi - Vigilante Firehouse | Extension of flue and<br>alterations to A/C units<br>- conceptual |
|----------------------------|-----------------------------------------------------------------------------------------|-------------------------------------------------------------------|

ACTION: No objection to concept design for extension of oven flue, provided it is relocated so as to reduce its visibility from public space. No objection to concept of relocating mechanical equipment on roof to a location that will reduce its visibility.

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|----------------------------|-------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| O.G. 98-223<br>HPA. 98-515 | 2735 Olive Street, N.W.<br>Olive Street Ltd. Part.<br>Phillips Row project<br>Residential development | Landscaping and<br>site improvements<br>- permit and public<br>space permit |
|----------------------------|-------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|

ACTION: No objection to issuance of permit for proposed site improvements and landscaping in coordination with Phillips Row development, including driveway and parking area, sidewalks, steps and handicapped access ramp, retaining walls, garden fences and garden walls, metal gates, railings and light fixtures as shown in supplemental drawings received and dated 14 October 1998. Approval extends to work on public space as well, including brick paving of sidewalks and modifications to curb-cut and entrance to driveway.

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|----------------------------|--------------------------------------------------|-------------------------------------------------------|
| O.G. 98-226<br>HPA. 98-521 | 3147 P Street, N.W.<br>G. H. Knight<br>Residence | Alterations for<br>three garage doors<br>- conceptual |
|----------------------------|--------------------------------------------------|-------------------------------------------------------|

ACTION: No objection to concept design for alterations to existing structure to provide for three garage doors. Submit working drawings including details with permit application for review by the Commission when ready.





## SHIPSTEAD-LUCE SUBMISSIONS

| <u>NO.</u>                                                                                                                                                                                                                                                                                                                                                                                                  | <u>ADDRESS AND OWNER</u>                                                                         | <u>PROJECT</u>                                                  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|
| S.L. 98-96<br>HPA. 98-520                                                                                                                                                                                                                                                                                                                                                                                   | 301 Pennsylvania Avenue, SE<br>Jemal's Pennsylvania L.L.D.<br>Xando's Incorporated               | Building alterations,<br>awnings and signs<br>for café - Permit |
| <p><b>ACTION:</b> No objection to the issuance of permit for proposed building alterations and the addition of awnings and signs reading "XandO" a stem-mounted lights. Exterior café seating will require a separate submission for the use of public space and is <b><u>NOT APPROVED</u></b> in this action. See previous Action (S.L. 98-77).</p>                                                        |                                                                                                  |                                                                 |
| S.L. 98-97                                                                                                                                                                                                                                                                                                                                                                                                  | 655 15 <sup>th</sup> Street, N.W.<br>Parking Service International<br>Metropolitan Square Assoc. | Replacement signs and<br>new blade signs - Permit               |
| <p><b>ACTION:</b> No objection to the issuance of permit to replace the face of the four existing sign boxes so that each pair of signs read "Enter" and "Parking Services International" with a graphic logo and for the addition of two new double -faced vertical illuminated signboxes reading "Park" with a graphic logo, as shown in supplemental information received and dated 13 October 1998.</p> |                                                                                                  |                                                                 |
| S.L. 98-98                                                                                                                                                                                                                                                                                                                                                                                                  | 1640 Kalmia Road, N.W.<br>Lowell School                                                          | Addition and renovation<br>- Permit                             |
| <p><b>ACTION:</b> No objection to the issuance of permit for new classroom addition and renovations of existing building as proposed in drawings received and dated 2 October 1998.</p>                                                                                                                                                                                                                     |                                                                                                  |                                                                 |



| <u>NO.</u> | <u>ADDRESS AND OWNER</u>                                                                | <u>PROJECT</u>                                 |
|------------|-----------------------------------------------------------------------------------------|------------------------------------------------|
| S.L. 98-99 | 4155 Linnean Avenue, N.W.<br>Hillwood Museum and gardens<br>Service entrance guardhouse | Replace existing<br>guardhouse<br>- Conceptual |

**ACTION:** No objection to concept design of proposed replacement guardhouse and new security gate at the north service entrance. See previous Action (S.L. 98-53) for concept approval of similar guardhouse at the main entrance. Submit working drawings, including details and information on security gate, with permit application for review by the Commission when ready.

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|-------------|-------------------------------|-------------------------|
| S.L. 98-101 | 3030 Macomb street, N.W.      | Addition and renovation |
| HPA. 98-527 | Karen Davis and Clark Madigan | - Conceptual            |

**ACTION:** No objection to concept design of proposed addition to and renovation of single family home. Submit working drawings, including details, color scheme, and landscape plan with permit application for review by the Commission when ready.

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|-----------|----------------------------------------------------------|---------------------------------------------------------|
| S.L. 99-2 | 2401 E Street, N.W.<br>Westwood Manage<br>Columbia Plaza | Building alterations for<br>cafeteria patio<br>- Permit |
|-----------|----------------------------------------------------------|---------------------------------------------------------|

**ACTION:** No objection to the issuance of permit for new exterior door, new exhaust louver, and a new fence and gate as proposed in drawings received and dated 2 October 1998.

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## MEETING OF THE COMMISSION OF FINE ARTS

15 October 1998

The meeting was convened at 10:20 a.m. in the Commission of Fine Arts offices in the National Building Museum, 441 F Street, N.W., Washington, D.C.

Members present:   Hon. J. Carter Brown, Chairman  
                          Hon. Harry G. Robinson, Vice-Chairman  
                          Hon. Carolyn Brody  
                          Hon. Ann Todd Free  
                          Hon. Emily Malino  
                          Hon. Eden Rafshoon

Staff present:       Mr. Charles H. Atherton, Secretary  
                          Mr. Jeffrey R. Carson, Assistant Secretary  
                          Ms. Sue Kohler  
                          Mr. Frederick J. Lindstrom  
                          Mr. José Martínez-Canino

National Capital  
Planning Commission

staff present:       Mr. George Toop  
                          Ms. Nancy Witherell

### I.       ADMINISTRATION

A.       Approval of minutes of the 17 September meeting. The minutes were approved without objection.



B. Dates of next meetings, approved as:

19 November

17 December

C. Proposed 1999 meeting schedules for the Commission and the Old Georgetown Board. The members examined the meeting schedule and approved it unanimously.

D. American Red Cross interagency Memorandum of Agreement. Discussion of this item was postponed until later in the meeting.

E. Congressional gold medal honoring Nelson Mandela. Report. Staff member Sue Kohler showed a drawing of the reverse of the medal as presented to President Mandela and noted that the Commission's recommendations for changes to the inscription had not been followed. The members had thought that since Mr. Mandela wanted some visual reference to his children's foundation on the medal, the inscription should be modified to include language to explain it so as to avoid confusion.

The Secretary suggested that a letter to the Mint might be in order pointing out the consequences of allowing other forces to enter into the decision-making process. The Commission agreed that such a letter should be sent. *Sent?*

## II. SUBMISSIONS AND REVIEWS

A. Washington Convention Center Authority

CFA 15/OCT/98-1, New Convention Center, Mount Vernon Square north, between 7<sup>th</sup> and 9<sup>th</sup> streets, N.W. The Assistant Secretary introduced Allen Lew, managing director for development of the Washington Convention Center Authority. Mr. Lew said the contract for building the convention center had been awarded to the Clark-Smoot Construction Company, and the architects had been told to adhere to the recommendations made by the Commission of Fine Arts and the National Capital Planning Commission when developing their designs. He said they had made a study of all systems to see how the structure could be made more efficient, and they were able to trim off a substantial amount of excess; he noted also that the building had been lowered somewhat. He said all the necessary approvals had been received, financing had been obtained, and excavation was expected to begin early in 1999. Mr. Lew then introduced Tom Ventulett from Thompson, Ventulett, Stainback & Associates, architects.





Mr. Ventulett showed elevation drawings, commenting that looking at elevations for such a large building was difficult because its entire three-block length would never be seen in elevation. He said the building had been lowered 8 feet, and in answer to Mrs. Brody's question, said the height had been removed from interstitial spaces, principally from mechanical spaces which had been moved elsewhere, and not from ceiling heights or the basic usable volumes of the building. He noted also that in no place would the center fill the zoning envelope. The members then looked at a model, and Mr. Ventulett answered their questions. He said there would be a lot of clear glass to give the building a transparent feeling, and he commented that it would provide a pleasant glow at night. At the front, skylights would increase the feeling of transparency; he noted also the panes of glass that would extend out from the surface of that facade, catching the light and marking the entrance clearly both day and night. He said there would be places for banners, and there would be vertical signage at street level, on the corners. The Chairman noted the pylons in the front and asked if they could be lowered somewhat to effect a better relationship with the Carnegie Library building. Turning to the materials, Mr. Ventulett noted that the building would sit on a granite base, and while precast concrete would be the primary material, limestone would be used on the front facade, and there would be areas of light-colored Norman brick—the same height as a face brick but 12 inches in length—on the sides. In answer to the Chairman's question, he said the areas of brick would be small in comparison to the amount of precast, glass, and metal on these facades. The Chairman asked how the Metro entrances would be treated, and Mr. Ventulett pointed them out on the drawings. He noted the crescent-shaped forms, which would reflect the curved roof shape and visually bring it down to the ground plane as well as give some relief from the primarily rectilinear form of the building. He also noted the wall behind the apartments on 7<sup>th</sup> Street, pointing out the plants that would be trained up the wall in a topiary effect to give a more pleasant outlook for the residents. He then showed a drawing of the L Street bridge and said it would no longer be treated as a focal point, but simply as a clean, transparent crossing. The Chairman said he liked the slight curve of the truss under the glass element and thought it could be even more pronounced to emphasize its structural function; he also thought it was important to get as much light under the soffit as possible. A question was asked about the location of the retail stores, and areas along 7<sup>th</sup> and 9<sup>th</sup> streets were pointed out.

The Chairman asked about the roof material, and the Secretary remarked that it would now be a membrane roof, rather than the metal originally planned; he said the change had come about because of the value engineering study. Mr. Lew said they were hoping to bring back the metal roof and other amenities using the savings from the height reduction.

There were no other questions for Mr. Ventulett or Mr. Lew, and the Chairman said he was pleased with the response of all concerned to what was a nearly impossible task. The other members agreed, and the final design was unanimously approved.

Exhibit A



B. Department of the Army, Walter Reed Army Medical Center

1. CFA 15/OCT/98-2, Alterations and addition to Building 16.
2. CFA 15/OCT/98-3, Security installations for vehicular entrances.  
These projects were postponed.

C. District of Columbia Department of Public Works

CFA 15 OCT/98-4, Alterations and repairs to the C & O Canal bridges in Georgetown. Concept designs. Mr. Martinez said the Georgetown Board had seen this project twice, and he introduced Don Cooney from the District's Department of Public Works to make the presentation.

Mr. Cooney said the project involved the rehabilitation of five bridges over the C & O Canal in Georgetown, and he pointed them out on an aerial photograph. He noted that they planned to close no more than two bridges at any given time, and 31<sup>st</sup> Street could possibly be kept open with one lane.

Mr. Cooney then described the work to be done on each bridge, beginning with Wisconsin Avenue. He said this was a stone arch structure finished in 1831, and they would do as little harm as possible to it and try to cause as little impact as possible on the surrounding area. He said the stone used was Aquia Creek sandstone, a soft stone that had seriously spalled and cracked over time. He commented that most of the stone used in this part of the canal was Aquia Creek, although some of it was Seneca sandstone. He said the stone arch would be repaired using the same kind of stone, and the existing iron railing, which was believed to be the original one, would be retained, as would the the four end posts if possible; those that could not be saved would be duplicated in Aquia Creek sandstone. The stone railing coping, badly deteriorated, would be repaired or replaced as needed.

Turning to the roadway, Mr. Cooney said it would be replaced with reinforced concrete, rather than asphalt, but darkened so that it would match the adjoining asphalt street as closely as possible. The curbing would be granite, and brick pavers would be used for the sidewalks. In answer to the Chairman's question, Mr. Cooney said it was now a District policy to pave all bridge decks with concrete, because there had been problems with water seeping through the asphalt paving and causing trouble. He said the District roads were also to be paved in concrete when major repairs were needed. The Vice-Chairman asked if the new end posts would be solid stone, and Mr. Cooney said he believed they would, although they might decide to use a reinforced concrete core and clad it in stone. He noted that the existing ones had not fared too well because they had been hit by vehicles over the years.



Turning to the other bridges, Mr. Cooney said they were quite different because they were not on the National Register as was the Wisconsin Avenue bridge. Because of their condition, they would be replaced, in kind as much as possible. He showed photographs of the existing conditions at 29<sup>th</sup>, 30<sup>th</sup>, and Thomas Jefferson streets and said the existing concrete-encased steel beam structures would be replaced with reinforced concrete which would have the same appearance. The new steel railings would have four rather than three rails to comply with current safety codes, and granite curbs and brick sidewalks would be used, as for the Wisconsin Avenue bridge. In answer to questions about the color and style of the railings, and their extension in some cases with wood members, Mr. Cooney said there was no way of knowing what the original conditions had been, and some repairs and replacements had been haphazard, depending on available materials and paint color; they had decided, therefore, to replicate the existing railing style, which had been there a long time, and replace the wood members with steel. The new railings would be painted a brownish color, similar to the existing.

Mr. Cooney then discussed the 31<sup>st</sup> Street bridge, which had a different condition: an iron pier in the middle of the span. Mr. Cooney said this dated from 1867 when the original stone arch bridge was replaced. He said a new single span bridge would be erected, but in deference to the Park Service and the historic preservationists, the iron pier would be retained in the new structure as a non-supporting member on a new footing. He added that the pier was a nuisance for the canal barge operators because it made it difficult to get the barges under the bridge. Lastly, he said railings, curbs, sidewalks, and roadway paving would be the same as for the other bridges.

John Parsons from the Park Service was present and said his agency was generally in support of the project. The Chairman returned to the subject of the iron pier at 31<sup>st</sup> Street. He asked if it would be acceptable to move the pier enough so that there would no longer be a problem getting a barge through; he said that because of foreshortening it would not be a problem visually, and he thought it would be a rare occasion when two barges needed to get under the bridge simultaneously. Mr. Parsons said they would take a look at that.

Mr. Cooney answered several other questions concerning details of the proposed replacement structures, and the concept designs for all five bridges were then unanimously approved. Exhibit B

D. District of Columbia Department of Consumer and Regulatory Affairs

1. Old Georgetown Act

a. OG 98-122, 901 30<sup>th</sup> Street, N.W. Rock Creek Plaza, new building, Concept design. The Assistant Secretary recalled that the Commission had been reviewing designs for this property since 1984, by different architects for different





developers. He said the current proposal, by KCF Architects, carried through the two primary elements seen in all the designs: the agreement with the National Park Service with respect to the landscaping along Rock Creek, and the acknowledgment of the right-of-way of Virginia Avenue, as seen in Arthur Cotton Moore's Washington Harbour development immediately west. Mr. Carson said the Georgetown Board had seen the design twice: first in July, when several recommendations were made, and again in October, when those recommendations were acted upon, as seen in the design to be presented at this meeting. He said the Board thought the revised design had greatly improved the connection to the waterfront park and to 30<sup>th</sup> Street, although the members reiterated their desire for a public restaurant at the river end of the building so as to draw people to the site in the evening and on weekends. He said a major concern was the monumental scale of the brick pier and spandrel grid on the creek side. Mr. Carson said the ANC had reviewed the project within the past week and disapproved it with the following concerns: One, the lack of a restaurant or other similar public facility on the river end; Two, the excessive height of the north end penthouse and the need to tie it more clearly to the structure beneath it; Three, the need to soften the mass of the east wall facing Rock Creek so that it would not tower over the historical elements at the end of the creek and the adjoining park; and Four, the need for more entrances to break up the long facade on 30<sup>th</sup> Street. He then introduced Chris Reutershan from Concord Partners, the developers, David King from KCF, Architects, and John Parsons and Sally Blumenthal from the National Park Service. He asked Mr. Reutershan to begin the presentation.

Mr. Reutershan said the purpose of the owners, Crescent Equities, in developing the Rock Creek Plaza property was to accommodate the future expansion of many of the tenants of their neighboring property, Washington Harbour. He said that when his firm became involved, KCF had already done a design, but after intense consultation with the architects, the ANC, the community, and the Park Service, the project had been totally redesigned. He recalled the Georgetown Board's recent concept approval, its recommendations, and those of the ANC, and he said his firm was totally committed to working with all those involved to make this a first-class project. Mr. Reutershan then introduced architect David King to discuss the revised design.

Mr. King began by commenting on the Virginia Avenue extension and noting that in this design it would be recognized in its entirety and would be expressed as an atrium. He pointed out the variety in the massing: five stories plus a penthouse on the north and four stories on the south. He said they had been greatly concerned about the marginal quality of 30<sup>th</sup> Street in that block, and by its extension to the water, hoped to enhance the environment and reintegrate the street into the Georgetown street plan. He then commented on the four radically different settings the building would have: an elevated freeway and some unattractive existing buildings on the north, the river vista on the south, a narrow urban street on the west, and a small-scale creek on the east. He noted that the change in grade on the site had been accommodated inside the building so that along 30<sup>th</sup> Street one would have the traditional feeling of doors opening directly from the pavement





rather than having to go up a flight of stairs. He described the staircase within the atrium leading up to the ground floor and another outside the east facade, leading down to the path along the landscaped creek bank. There would also be a major staircase at the river end of the building to provide access to restaurant space. Loading docks and parking would be located on the north side, and there would be a turnaround in the middle of the 30<sup>th</sup> Street frontage that would function as a drop-off for the atrium entrance and another at the end of the street as a drop-off for the restaurant.

Mr. King then described each of the four facades. He said they were trying to create a pedestrian feeling along the 30<sup>th</sup> Street facade by introducing metal and glass bay window elements that would rise three stories from the pavement. Behind them, the brick pier and spandrel wall would rise four stories; over the northern section there would be a fifth floor and a penthouse with a sweeping, wing-like roof. The atrium would be expressed by a recessed three-story section along the street and would rise to full height inside in a cylindrical form, connected to the second and third office floors by bridges. The building would terminate at the south in another cylinder, with its upper floor stepped back and capped by a projecting cylindrical roof structure. Terraces below would lead down to the river.

The east, or Rock Creek, facade, would repeat the brick pier and spandrel organization as seen on the west facade, without the bay window elements; it would follow the curve of the creek. Again, the atrium would be expressed as a three-story element on the exterior; Mr. King pointed out that the pier and spandrel element would close in the atrium somewhat on each side, as the opening had seemed too wide; the same thing would occur on 30<sup>th</sup> Street. The north facade would rise higher, because of the addition of a fifth floor, and would face the Whitehurst Freeway. At the penthouse level, a loggia would come out flush with the facade, with the housing for the mechanical equipment set back, following zoning regulations. The pier/spandrel motif would be repeated on this facade.

Mr. King said they had talked with the ANC a number of times and made a serious effort to address their concerns. He thought they had done everything possible to tie the penthouse to the floor below, and he noted the changes that had been made at the south to accommodate an attractive restaurant. He pointed out the large number of trees along the east and north facades, and he said they would effectively screen the lower part of the building. He thought the massiveness apparent in the rendered elevation drawings would disappear in the reality of the tree mass, winter or summer. As far as the request for more entrances on 30<sup>th</sup> Street was concerned, he did not see the logic of creating a number of extra doorways where there was no need for them.

When Mr. King had finished his presentation, the Chairman commented on the urban design concept of expressing the extension of the Virginia Avenue right-of-way into Georgetown. He said the diagonal avenues that L'Enfant brought to the plan of



Washington had nothing to do with Georgetown, which was laid out on an orthogonal grid, beginning with K Street along the river. From an environmental point of view what was most important here was the sylvan character of Rock Creek Park, and the fact that it acted as a *barrier against* the extension of Virginia Avenue and the commercial density of Washington into the historic district of Georgetown. He thought the real problem on the site was to maintain this sylvan density, and he agreed with the Georgetown Board and the ANC that putting a monumental facade along Rock Creek was the wrong thing to do; he thought that anything that could be done to lower the cornice height would be helpful. He commented that the Commission had two acts it had to be responsive to--the Old Georgetown Act and the Shipstead-Luce Act, which was created fundamentally to preserve Rock Creek Park.

Ms. Malino asked for clarification of the entry into the project from the creek side. Mr. King pointed out the entrance into the atrium and the stairs down to the path along the creek, and he commented on the landscaping of that area, which would be funded by the owner and carried out in conjunction with the Park Service. Mrs. Brody asked about parking and was told there would be one level of below-grade parking for 100 cars, with access at the northwest corner of the building.

The Chairman then asked for comments by others, beginning with John Parsons from the Park Service. Mr. Parsons said they had signed the agreement regarding the park development in 1984 and were anxious for the project to move ahead. He said they had been working closely with Mr. King and his colleagues. He commented also that the Park Service had been working with GSA to get the coal storage building and the property transferred to them so that it could be developed as a park.

Mr. Parsons then commented on Mrs. Brody's suggestion at a previous meeting that the terminus of Virginia Avenue would make a fine site for a memorial. He said they were keeping that in mind as memorials came along, and although construction of a memorial would diminish the existing parking lot, they no longer needed the amount of parking they had. He said the Park Service agreed with the Chairman's assessment of the importance of the sylvan character of Rock Creek along this site and the inappropriateness of a monumental facade. He said the Park Service had always insisted that the project have the feeling of two buildings, and he hoped that as this design progressed it could have more of that feeling. He recalled that the height restrictions placed on this facade in 1984 were 65 and 55 feet, and he said they were based on the height of the trees across the creek. Turning to the north facade, he said he was pleased with the design of the penthouse as part of the architecture, and he thought the north facade in general was a good response to the Whitehurst Freeway.

The next speaker was Ms. Dollenmayer, representing ANC 2E. She said their major concern was public access and public use, and they had hoped the building would be more of a mixed-use project. She was concerned about public access to the river and



a softening of the mass as the building approached the river. She said the terraces at the river facade were still very narrow on the drawings she had seen, and she would like to see a stepped treatment that would bring people down to the water. She thought the style of the building was very industrial, and she thought it should speak to openness; she said she liked the idea of dividing the project into two buildings.

The Chairman and Mr. King discussed the atrium and the cylinder form within. The Chairman had some questions about it, and he asked Mr. King to bring in a model of that area next time so that it could be studied more carefully.

The last speaker was Jim Landay, a resident of one of the row houses on 29<sup>th</sup> Street. He said his concern, and that of many of his neighbors, was the possibility of noise from the mechanical equipment on the roof; he said they could hear the noise from the fans and other machinery at Washington Harbour, and were afraid there would be additional noise from this building. His second comment concerned details of the architectural style; he thought that since Georgetown was originally an active port, there should be some recall of its maritime past, perhaps the use of steel cables, turnbuckles, and other things that looked like they belonged on ships. He did not think this should be carried too far, but he thought some recollection of the past would add a nice touch. The Chairman commented that the Commission had made a similar recommendation when it asked for wire cables and turnbuckles for the new railing at the Kennedy Center roof terrace.

There were no further comments or questions, and the concept design was unanimously approved, with the recommendations stated. Exhibit C

b. Appendix I. The Appendix was discussed later in the meeting.

2. Shipstead-Luce Act

a. SL 99-1, 2519 Connecticut Avenue, N.W. Rock Creek Overlook, new building. Revised concept design. (Previous: SL 98-1, CFA/November 1997.) Mr. Martinez recalled that a concept design for a building on this site, at the intersection of Connecticut Avenue and Calvert Street, had been seen by the Commission nearly a year ago. He said the same developer was now submitting an entirely new design by a different architect, and then introduced Richard Nettler, the developer's representative.

Mr. Nettler recalled that after reviewing the previous design, the Commission had asked to see something less "Disney-esque" for this prominent site, and he said the developer had readily agreed with this assessment. He said the property had





subsequently been purchased by the American Association of Homes and Services for the Aging, who would use it as their headquarters. He said they had received approval from the Board of Zoning Adjustment for office and retail use, and had an agreement with the Woodley Park Community Association to provide the historical association in Woodley Park an opportunity to review the design; he added that both the Park Service and the Historic Preservation Review Board had expressed support for the massing proposed in the previous design. Mr. Nettler then introduced architect Michael Stevenson from Ehrenkrantz, Eckstut & Kuhn.

Mr. Stevenson began his presentation by observing that the project had two important aspects—the prominence of the site, where two bridges converged on a major park; and the fact that the building would no longer be just an anonymous office building, but would be the new home for an association representing not-for-profit service organizations across the country. He said the location had been a critical part of their design thinking, noting the three very different environments: the Woodley Park commercial development along Connecticut and Calvert, with its eclectic buildings of different heights, different materials, awnings, signs, and storefront entrances; the Woodley Park residential neighborhoods on the side streets with their setbacks, wide lawns and street trees; and lastly, Rock Creek Park with its tree cover and the distant skyline views of roofs of varying types visible over the treetops. He showed an early photograph, pointing out the villa that was formerly attached to the townhouse, and observed that it had a kind of gatekeeper aspect that he said the new development would have also; it would become a gateway element to the neighborhood when crossing the bridge. Mr. Stevenson commented on the remaining townhouse, saying that it was a very important part of the development and had been incorporated in a meaningful way, as well as being used as the main entrance into the association offices. He noted that the three elevations would be consistent, but they would have appropriate differences because of the different environments they faced.

Before discussing the design of the building, Mr. Stevenson spoke briefly about the proposed landscaping. Along Connecticut Avenue, the existing wide, green edge and the two large oaks in front of the townhouse would be retained. The sidewalk would be widened from the Calvert/Connecticut corner to the front door, and the entrance area would be improved with new paving. Calvert Street would be quite different, with more of a hardscape character. There would be new street trees as well as a second row of smaller trees aligned with the bays of the facade. A new paving pattern would carry out the rhythm of these bays. Mr. Stevenson said the treatment of the corner intersection had not been developed yet, but it was an important spot for people to gather, and it would need some sort of special gesture.

Plans were then shown, with Mr. Stevenson pointing out the location of office and retail spaces, the outdoor terrace facing the park, and the three-level below-grade parking for 80 cars.





Mr. Stevenson then turned to the design of the three principal elevations, beginning with Connecticut Avenue. Here, he said, the primary consideration was the townhouse. While they did not intend to replicate the neoclassical design, they had taken cues from key elements such as the window proportions, horizontal string courses, cornices, and overall height of the wall. He said they had a problem with floor heights, since they could not use the same heights as those in the house, but he thought that had been reconciled on the exterior by the way in which the window bays had been articulated, and on the interior by providing a two-story lobby in the townhouse. The primary material would be a light-colored brick to harmonize with the limestone of the townhouse, which would be cleaned; there would also be large areas of glass in the vertical bays. The height of the wall had been kept below the ridge line of the townhouse mansard; above that would be a clerestory recalling the dormers on the townhouse, with a floating roof above. On Calvert Street the principal consideration had been the pedestrian scale and retail environment. The masonry expression developed on Connecticut Avenue would be continued, but projecting glass bays would recall the Calvert Street townhouses, especially those used for retail purposes. A larger version of the bay would be placed on the Connecticut Avenue corner. The facade facing Rock Creek Park would be more informal, with many windows, a pergola, a projecting bay breaking the cornice line near Connecticut Avenue, and a large open terrace at the rear. Mr. Stevenson also pointed out windows at the lower level of this facade for partially below-grade office space. Finally, he noted that parking and service entrances would be on Calvert Street, on the far corner; he said the entrance to this area would be screened by an extension of the rear terrace wall, and it would be gated.

The Chairman then asked for comments from the members. Ms. Malino said she was bothered by the way the roof turned suddenly upward at the corner of Connecticut and Calvert, and how it met the adjoining roof line along Calvert Street. Mr. Stevenson agreed that the juncture of the roofs was a problem that still needed work. In regard to the tilted-up roof section, he said that had been done in response to the importance of the corner; a flat roof didn't seem to give enough emphasis. The Chairman suggested that since there was a pergola on the rear facade, perhaps some similar element could be used at the Connecticut/Calvert corner; he agreed that it needed more emphasis, especially because the historic townhouse was off center in the composition, and there needed to be some weight added at the north. He commented also that the clerestory level of the new construction came right out to the same plane as the townhouse, and he thought it really needed to be set back slightly, so that the townhouse achieved more integrity. Mr. Stevenson said they had done that originally, but the Historic Preservation Review Board thought it made the townhouse stand out too much. The Chairman said that, on the contrary, the townhouse was the front door, and it had a lot of charm which should be maximized; the rest of the building should remain background architecture. Another suggestion was that the immediately abutting pilasters might cant in slightly so that they would catch the light differently and give emphasis to the front door aspect of the townhouse.



Mrs. Rafshoon commented on the difference in pilaster widths near the Connecticut and Calvert corner, and the Chairman commented that the whole corner needed more work. Ms. Malino asked if there would be street access to the retail spaces on Calvert Street and was told there would be, in each bay if there were multiple tenants, and in one place only if there was a single tenant. She also asked about the character of the stair Mr. Stevenson had mentioned at the rear of the townhouse. He said it would be an enclosed exit stair, but the doors would be held open and the risers visible, so that it would seem like another room in the townhouse.

There were no more questions, and the concept design was unanimously approved, subject to the concerns stated. Exhibit C

b. SL 99-3, 101 Constitution Avenue, N.W. United Brotherhood of Carpenters and Joiners, replacement building—four alternate schemes. Information and discussion presentation. Mr. Lindstrom said this would be an informal presentation to get the Commission's feeling on several variations in massing for a replacement building for the 1960 Carpenters and Joiners building now on the site. He introduced architect Shalom Baranes to make the presentation.

Mr. Baranes said the Carpenters had occupied the present building for close to forty years, and they would now like to expand for their own use and also to bring in some additional tenants. He said there were two buildings now on the site, one an office building and the other an above-grade garage, noting that the reason for that type of garage might have been the presence of a section of Tiber Creek beneath it. He said he hoped to place the garage underground in the new scheme.

Mr. Baranes said the building was in a rather prominent position, at the intersection of Constitution and Louisiana avenues, the latter of which aligned with Union Station; he noted that the site also had a fairly direct alignment with the dome of the Capitol. He observed that it was visually very much a part of the public realm—especially the buildings that framed the Mall—although from the point of view of ownership and use, it belonged to the private sector development to the north. He described it as being 90-feet high to the top of the penthouse and 75 feet to the main roof. He said the Labor building next to it was 110 feet, and the Federal Courthouse 100 feet; the new building he was proposing for the Carpenters would be 110 feet. He said the triangular site was about an acre and a half, with the longest side about 400 feet long, and the two shorter sides about 300 feet—not quite an isosceles triangle. He showed views of existing conditions in the area and said he would like to make two points, the first of which was that both the Labor and Carpenters buildings were erected on plinths, creating an unfriendly environment for the pedestrian; he said his new building was intended to be placed on the ground. Mr. Baranes's second point was that the Carpenters building terminated the view along Constitution Avenue from the west; he said he thought it had been oriented with only a view towards the Capitol in mind, and he pointed out that the



west wall extended out farther than the other buildings on the avenue. He noted, however, that the new addition to the Federal Courthouse would change that with the new rotunda that would extend beyond the building line. In effect, that would make the new Carpenters building a backdrop for the rotunda..

Mr. Baranes showed several diagrams that further illustrated the urban design issues he had raised—the vistas along Constitution Avenue, the building setbacks, the relationship of the Carpenters building to the Federal Triangle and to the buildings framing the Mall, to the private sector buildings to the north, and to the Capitol and Union Station. He also showed a photograph of 2<sup>nd</sup> Street north of Constitution, the western boundary of the Carpenters site, which he described as almost an alley because of the large number of service entrances.

Six massing models were then shown and described and set within a large area model. Four ended in a triangle, a series of triangles, or a truncated triangle at Constitution Avenue; one had a rotunda at this location, the other an oval-shaped element. One had a large curved section along Louisiana Avenue; several others had stepped-back curved elements at the upper levels. The Chairman said he was worried about those that ended in triangles for two reasons: They might be seen as an attempt to clone the design of the National Gallery's East Building, and the triangular forms resulted in spaces that were inherently difficult to utilize. He did not think the rotunda scheme would work because that form would be used on the new Federal Courthouse addition close by, but he saw possibilities in the design using an oval form (Scheme E), citing a contextual relationship with the Federal Trade Commission and Ronald Reagan buildings. He thought the other promising scheme was the one called Scheme C+, although it came to a triangle at the end. Mr. Baranes said he pictured the triangle as being primarily glass, not stone; in that material it would not recall the Pei building.

Ms. Malino said she was still partial to Scheme A because of the curvilinear facade, but she liked other aspects of Scheme C+. There was further discussion of the difficulties of designing for this site and of other solutions to similar problems. Mr. Baranes thanked the members for their comments and said he would be back soon with a formal submission. Exhibit C

c. SL 99-5, American Red Cross, 18<sup>th</sup> Street building. New windows, emergency exits, roof. Concept proposal. (Previous: SL 95-34, CFA 16/Feb/95). Mr. Martinez said the designs for alterations to this 1931 building seen by the Commission in 1995 included replacement of mechanical equipment, windows, and part of the tile roof. He said the design had now been changed, because there was no longer a need for big structures on the roof to house the mechanical equipment. Also, they had decided to replace the roofs of all three buildings in the next three to five years and so needed a decision on the tile color. The window replacement, with operable double-hung aluminum windows, had not changed so it would not be part of the new submission. He





said there was one proposal for a change to the exterior that had not been part of the 1995 submission: the conversion of two windows on the 18<sup>th</sup> Street facade to doors for fire egress. Mr. Martinez then introduced Ms. Karen LaFave, project engineer for the Red Cross, and her architect, Steve Cook, from RTKL, who began the presentation.

Mr. Cook said the site between 17<sup>th</sup> and 18<sup>th</sup> streets, called Red Cross Square, had been home to the organization for a long time, and the master plan developed in the early 1990s called for the consolidation of all employees in the District. He said completion of this project would bring back about 270 employees now in leased space in Virginia.

Turning to the submission, Mr. Cook said the two issues were the roofing tile system and the fire egress modification. He said interior demolition work at the 18<sup>th</sup> Street building had taken place in 1994 and 1995 and the building was now vacant. The tile roof, now sixty-five years old, had met its life expectancy, and the roof of the 17<sup>th</sup> Street building was far past that point, the building having been erected in 1915. He said the Red Cross's goal was to replace all roofing tile systems by 2002, beginning with the 18<sup>th</sup> Street building. He noted that mock-up panels of various tile colors and two sizes had been erected on the site. He said they were looking for a mix of three tiles that would approximate the existing roof color, since the original colors were no longer available, due to changes in manufacturing and restrictions on the kinds of coatings and processing methods that could be used; the mock-ups at the site included two green tiles in different shades, and one red or brown tile to achieve an okra color. He said they needed a decision on both the size of the tiles and the colors.

Mr. Cook said two sizes were available; the one currently produced was 9 by 14 inches and the other 8 ½ by 11 inches, 3 inches shorter. He suggested that the members look at the photographs carefully, noting the shallowness of the pitch of the roofs and the perspective from which they would be seen. He said the tiles would never be seen face on, as in an elevation, and as the larger size was considerably less expensive, the Red Cross was requesting approval for that size.

As Ms. Malino had attended the site inspection the preceding day, the Chairman asked her for her reaction. She said there was a marked difference in the effect when the two sizes were viewed next to each other at the mock-up, and she much preferred the smaller tile. She said if it were her decision she would go with the smaller tile, because she did not think the cost difference was significant when dealing with the restoration of three historic buildings. On the other hand, she said it was debatable how much difference would be detected when the tiles were installed and viewed from below at a very different angle. She commented on the colors in the mock-up, noting that the green seemed quite violent, not like what was on the old roofs, and she said the Ludowici tile representative was asked to bring some alternates to the meeting. In answer to Mrs. Free's question, Mr. Cook said there was a green tile with the same name as the original still being





produced, but because of changes in the manufacturing process, it did not look anything like it.

Ms. LaFave commented on the difficulty of specifying the smaller tile from the standpoint of ordering replacements; she said delivery time would be uncertain and they would have to maintain large stocks of tiles, whereas the standard tile could be easily reordered. She commented also on the difference in cost, saying that to the Red Cross the value of the donated dollar was very important, and she didn't think the difference in the tile size would be noticeable given its location high on the roofs. She noted the presence of Michael McElligott from Ludowici Tile Company and said he would be happy to answer any questions about the tiles.

The members looked at a number of tiles, those that were in the mock-up and some additional ones, and there was a discussion with Mr. McElligott about the manufacturing process and the subtleties of color selection. Ms. Malino suggested that the really saturated colors be dropped, at least to a great extent. Mr. McElligott said they had found that a mixture of three colors usually gave the most satisfactory results, with one of them being an accent color used in a small percentage to the total. The Vice-Chairman suggested a combination in a 40-40-20 ratio, and the Chairman suggested that Ms. LaFave and Mr. McElligott pick another combination and mock them both up outside, so that the members could see them in natural light at their convenience. It was agreed, with Ms. Malino's consent, that the standard, larger-size tiles would be used for the mock-ups.

Mr. Cook then turned to the building egress alteration. Drawings were examined, and there were no objections to the conversion of two windows into fire exit doors. That part of the submission was unanimously approved, and the decision on the tiles was deferred until the mock-ups could be seen. Exhibit C

(The meeting was recessed for lunch at 1:39 p.m. and reconvened at 2:19.)

The three remaining items were discussed in their order on the agenda.

#### I.D. American Red Cross interagency Memorandum of Agreement

The Chairman asked the Secretary to report on this item under Administration on the agenda. Mr. Atherton noted that the members were all familiar with the issue, which involved the building of the local Red Cross chapter at 2025 E Street, N.W. and the fact that the federal government owned the property. For this reason the Commission had reviewed the proposed new building under its federal mandate rather than under the Shipstead-Luce Act. He added that because of the federal involvement and because the existing building was a landmark, the so-called "Section 106 process" (from that section of the Historic Preservation Act) had been instituted.



Normally, he said, there was a memorandum of agreement signed by all the federal agencies involved in the licensing of such a project before that project could go ahead; it was this memorandum that was now before the Commission. He recalled that this was the second or third time the Commission had looked at the document, and the initial reaction was that there were elements of it that did not need to be included, the primary one being the creation of a historic district.

The Secretary said there were other elements in the document as currently drafted that the staff felt would tie the hands of the Commission in fulfilling its statutory mandate to bring its independent expertise to bear on matters without the prior, conditional consent of the Advisory Council. He said that had happened with other federal agencies that had signed similar documents; they could not take final action until the Advisory Council had completed its own review. He said he thought it would be contrary to the intent of the Commission's public responsibility to sign such a document, and he suggested that a letter be written to the participating agency heads—the Public Buildings Commission, the Planning Commission, and the Advisory Council—and to the Red Cross itself, saying that the Commission could not sign the agreement for the reasons just discussed. If necessary, the Commission would simply opt out of the process and not sign the document. There should also be a statement in the letter that the Commission did not think its actions should keep the Red Cross development from going ahead. The Chairman noted that the Commission had approved the final design for the Red Cross building a long time ago.

The Chairman said he thought the suggestion of a letter made a lot of sense. He asked if the Commission might delegate him the authority to sign such a letter, if it followed the general guidelines outlined by the Secretary. He agreed that the Commission should not be put in the position of seeming to delay the Red Cross project. Mr. Atherton said that normally this project would have been submitted under the Shipstead-Luce Act, and the Commission would have had only 30 days to act; under the Section 106 process, there was no time limit and the process could go on forever. The members concurred that such a letter should be sent over the Chairman's signature. Exhibit D

D.1.b. Appendix I. The Appendix was approved without objection.

D.2.d. Appendix II. The Appendix was approved without objection.

### III. INSPECTION

Freer Gallery of Art, inspection of objects proposed for acquisition.

The inspection was postponed until the following month.



15 October 1998

Page 17

The meeting was adjourned at 2:28 p.m.

Signed,

A handwritten signature in blue ink, appearing to read "Charles H. Atherton", with a stylized, flowing script.

Charles H. Atherton  
Secretary





# THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

NATIONAL BUILDING MUSEUM  
441 F STREET, N.W., SUITE 312  
WASHINGTON, D.C. 20001-2728

26 October 1998

202-504-2200  
202-504-2195 FAX

## EXHIBIT A

Dear Mr. Lew:

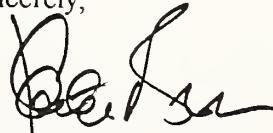
The Commission was pleased to see you during its meeting of 15 October 1998 for the presentation of the final design for the new Convention Center north of Mount Vernon Square. The members were unanimous in their enthusiasm over the refinements to the concept approved in June 1997 and believe the material selection appears to be a good one. Obviously, with respect to materials, a final decision will be made with the review of an on-site material panel(s) mock-up.

There is one small detail that might be improved upon: the two entrance pylons facing the old Carnegie Library. While they are clearly necessary as entrance markers and scale devices for the Center, their height appears to conflict with the scale of the library. Making the pylons slightly shorter would provide a more gracious transition between the Center and the library.

As you stated during the meeting, the Authority is in the midst of construction cost analysis. Obviously, maintaining a budget goal is a serious concern. As a result, in the initial effort to reduce potential costs, certain features of the original design the Commission favored have been eliminated or modified. It is hoped that, as your architects and engineers look at the project in greater detail, enough in the way of additional savings will be found elsewhere that a few of the more desirable features can be reinstated. One that comes immediately to mind is the roofing material which would be best completed in metal rather than a polymer. Another is the loss of the grand staircase which, given the glass curtain wall, would be a visual tour de force as seen from the street if the funds could be found to bring it back.

While the Commission has given its approval to the design, there are still elements that we will expect to see over the coming months. These include lighting as well as public space improvements such landscaping and pavement. In addition, we will be interested in seeing the sign program as it develops. As you know, the staff is available should any questions arise.

Sincerely,



J. Carter Brown  
Chairman

Mr. Allen Y. Lew  
Managing Director of Development  
Washington Convention Center Authority  
900 9<sup>th</sup> Street, N.W.  
Washington, D.C. 20001



# THE COMMISSION OF FINE ARTS

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WASHINGTON, D.C. 20001-2728

202-504-2200  
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EXHIBIT B

26 October 1998

Dear Mr. Burch:

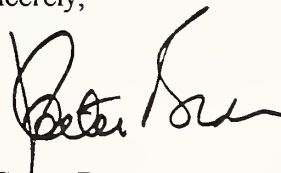
During its meeting 15 October 1998, the Commission met with Donald Cooney of your staff to review the concept designs for the repair and/or reconstruction of five bridges over the C & O Canal in Georgetown, including those carrying 29<sup>th</sup>, 30<sup>th</sup>, 31<sup>st</sup> and Thomas Jefferson streets, as well as Wisconsin Avenue.

There were no objections to the concept of replacing the bridge structures where indicated, provided the proposed concrete surface is darkened to minimize the glare and contrast with the asphalt streets. The proposed treatment of the sidewalks, curbs and railings was acceptable. With respect to the 31<sup>st</sup> Street bridge and its iron pier, you may consider shifting the pier to one side so as to provide more space for the canal barges.

Of more importance is the restoration of the landmark Wisconsin Avenue bridge. The retention of the existing iron railing, and the replacement-in-kind of missing or deteriorated fabric will help retain the character of this historic structure.

We look forward to the review of construction documents. It may be appropriate to submit material samples at that time. As always, the staff is available to assist you.

Sincerely,



J. Carter Brown  
Chairman

Mr. Gary A. Burch, Administrator  
Design, Engineering and  
Construction Administration  
Government of the District of Columbia  
Department of Public Works  
2000 14<sup>th</sup> Street, N.W., 5<sup>th</sup> Floor  
Washington, D.C. 20009



**AGENDA ITEM EXHIBIT**

| <u>NO.</u>                 | <u>ADDRESS AND OWNER</u>                                                         | <u>PROJECT</u>                  |
|----------------------------|----------------------------------------------------------------------------------|---------------------------------|
| O.G. 98-122<br>HPA. 98-311 | 30th and K Street, N.W.<br>Crescent Real Estate Equities LTD<br>Rock Creek Plaza | Office building<br>- conceptual |

**ACTION:** No objection to the concept of the proposed Rock Creek Plaza office building. Recommend further study of the east elevation (facing the creek) especially the relationship and articulation of the brick piers and the window openings so as to reduce the current monumental appearance. Submit revised design development drawings for an additional concept review by the Commission when ready.

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|--------------------------|----------------------------------------------------------------------------------------------|------------------------------|
| S.L. 99-01<br>HPA. 99-03 | 2519 Connecticut Avenue, N.W.<br>American Association of Homes and<br>Services for the Aging | New building<br>- conceptual |
|--------------------------|----------------------------------------------------------------------------------------------|------------------------------|

**ACTION:** No objection to general concept design for proposed new building. Recommend further study to help differentiate the proposed new construction from the rehabilitated historic building. Recommend study of corner, including roof structure, facing the intersection. Submit concept development for review by the Commission when ready.

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|            |                                                                           |                                                        |
|------------|---------------------------------------------------------------------------|--------------------------------------------------------|
| S.L. 99-03 | 101 Constitution Avenue, N.W.<br>Brotherhood of Carpenters<br>and Joiners | Replacement<br>building - alternatives<br>- conceptual |
|------------|---------------------------------------------------------------------------|--------------------------------------------------------|

**STATUS:** On HOLD for further review after design development.

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|                      |                                                                          |                                                           |
|----------------------|--------------------------------------------------------------------------|-----------------------------------------------------------|
| S.L. 99-05<br>HPA. ? | 431 18 <sup>th</sup> Street, N.W.<br>American Red Cross<br>West Building | Alterations and<br>replacement roof<br>tiles - conceptual |
|----------------------|--------------------------------------------------------------------------|-----------------------------------------------------------|

**ACTION:** See attached letter to Ms. Karen LaFave dated 26 October 1998.

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202-504-2200  
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EXHIBIT C-1

26 October 1998

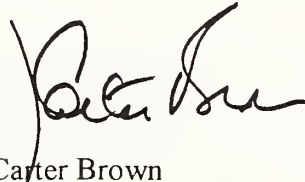
Dear Ms. LaFave:

During its meeting 15 October 1998, the Commission reviewed the proposed concept designs for alterations to the West Building of the American Red Cross complex at 431 18<sup>th</sup> Street, N.W. (case S.L. 99-05). These alterations included the new fire egress doors facing on 18<sup>th</sup> Street and the replacement of the roof tile. The concept of the modification of two windows for new egress doors was approved.

The replacement of the original 1931 roofing tiles on the West Building is more a significant problem since the tiles chosen will eventually be used on the remaining two buildings as well. The Commission understands the differences in the manufacturing process of today compared with the early 20<sup>th</sup> Century. With this in mind, the proposed larger 9" by 14" Americana, Classic Williamsburg roofing tiles produced by Ludowici-Celadon, may be used for all three roofs. The selection of the color range and ratio will be the determining factor in whether the replacement roof successfully matches the character and texture of the original material.

A site mock-up of alternative material samples will be useful in judging the best ratio and color range. Let us know by notifying the staff when these will be available for review.

Sincerely,



J. Carter Brown  
Chairman

Ms. Karen LaFave  
Project Engineer  
Real Estate Development and Management  
American Red Cross  
National Headquarters  
8111 Gatehouse Road  
Falls Church, VA 22042

cc: Steven D. Cook, AIA





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WASHINGTON, D.C. 20001-2728

202-504-2200  
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## EXHIBIT D

26 October 1998



Dear ~~Mrs.~~ Dole:

During its meeting of 15 October, the Commission discussed the proposed Memorandum of Agreement (MOA) concerning the new building for the American Red Cross at 2025 E Street, NW, provided by Julien J. Studley, Inc., as an attachment to a memorandum dated 25 August. The Commission has no objection to signing an MOA provided such a document is strictly limited in its language to design and construction points related solely to the particular site of the proposed new building. As such, the members are disturbed by current language which appears to bind the various signatories (either actively or "without objection") to the creation of an historic district which the Commission judges has nothing whatever to do with the Red Cross or this Commission's statutory responsibility to review the Red Cross's new building. Further, the current language *appears* to bind the signatories to the deliberations of one of its members, the Advisory Council, rather than reflecting the individual mandates of the signatories. I hope it goes without saying that historic preservation values are of eminent concern in the deliberations of the Commission of Fine Arts, particularly in cases concerning the Old Georgetown Act or, as here, the Shipstead Luce Act.

Therefore, the Commission recommends that all intimations of an historic district, as well as any reference to the 106 process, be removed from the MOA. While such regulations should be self-evident for those review bodies affected, highlighting them imposes a potential precedent with respect to the Commission of Fine Arts that would be at odds with its independent design review charter. Absent its signature, however, the Commission recognizes that a separate MOA touching upon these two issues could be adopted by the remaining signatories.

I would like to stress that the Commission is greatly concerned by the delay in construction the issue of the MOA has created. It notes that the concept design for the new building was approved in March 1997 and that every reasonable opportunity was taken by the applicant to soften its impact at that time. Rather than add to the ongoing delay, the members



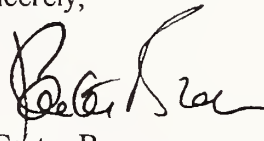
Mrs. Dole

Page 2

have recommended that the Red Cross and its architectural consultants submit final design documents, drawings, and material samples for review by the Commission in public session at their earliest convenience.

I will be happy to discuss this further with you should you so desire.

Sincerely,

A handwritten signature in dark ink, appearing to read "J. Carter Brown", written in a cursive style.

J. Carter Brown  
Chairman

Mrs. Elizabeth Hanford Dole  
President  
American Red Cross  
National Headquarters Building  
17<sup>th</sup> and D Streets, N.W.  
Washington, D.C. 20006



Note: Exhibit D also sent to the following:

Mr. Harvey B. Gantt  
Chairman  
National Capital Planning Commission  
801 Pennsylvania Avenue, N.W.  
Washington, D.C. 20576

Mr. Robert A. Peck  
Commissioner  
General Services Administration  
Public Buildings Service  
18<sup>th</sup> and F Streets, N.W.  
Room 6344  
Washington, D.C. 20405

Ms. Cathryn Buford Slater  
Chair  
Advisory Council on Historic Preservation  
Old Post Office Building, Suite 809  
1100 Pennsylvania Avenue, N.W.  
Washington, D.C. 20004

Mr. James T. Speight  
Chairman  
Historic Preservation Review Board  
614 H street, N.W., Room 305  
Washington, D.C. 20001







